

**TRANSPORTATION CONCEPT REPORT
STATE ROUTE 67**

11-SD-67 P.M. S.D. R0.0 - 24.4

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**State of California
Department of Transportation
District 11 - System Planning Branch
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TRANSPORTATION CONCEPT SUMMARY
STATE ROUTE 67
11-SD-67 P.M. R0.0 - 24.4

TRANSPORTATION CONCEPT (2015)

The components of the 2015 Transportation Concept include State highway, arterial street, and transit service improvements. These components are examined in segments for traffic analysis and other purposes. The State highway component is listed in Table S-1, while the others are discussed below and in the Concept Rationale section. The State highway component is comprised of the facility type and the number of lanes for 2015, the Average Daily Traffic (ADT) for 2015, the peak hour Demand to Capacity (D/C) Ratio for 2015, the peak hour Operating Level of Service (LOS) for 2015, the Transportation Concept LOS for 2015, and whether the segment is currently in the rural or urban area. The 2015 traffic projections for State Route 67 (SR-67) are based on Caltrans' traffic projections and the San Diego Association of Governments' (SANDAG) Series 8 regional traffic forecasts and assume completion of the future regional transportation system.

The 2015 peak hour Operating LOS includes all proposed State highway and transit improvements. It also includes expansion and greater utilization of the existing arterial street network. Even with the inclusion of the proposed State highway, arterial and transit improvements, and an increase in person-trips, the 2015 Peak Hour Operating LOS for Segments 5 and 6 is deficient. The 2015 Transportation Concept LOS is based on the SANDAG Congestion Management Program (CMP). The CMP LOS minimum standard of LOS 'E' is the Transportation Concept LOS for all of SR-67. For Segments 1 through 4 and Segment 7, the 2015 peak hour Operating LOS is equal to or better than the minimum CMP standard. In Segments 5 and 6, additional regional Transportation Control Measure (TCM), Transportation Demand Management (TDM), and Transportation System Management (TSM) improvements will be needed to reduce deficiencies in the 2015 Peak Hour Operating LOS and to attain the 2015 Transportation Concept LOS.

The post-2015 Ultimate Transportation Corridor (UTC) describes the future right of way requirements in terms of the facility type and number of lanes (and right of way width in feet for the conventional highway segments of the route) that may be needed to accommodate corridor trips beyond the year 2015.

**TABLE S-1
2015 TRANSPORTATION CONCEPT**

Segment/ County Post Mile	Location	No. Lanes/ Facility Type	ADT	Peak Hour D/C Ratio	Peak Hour Operating LOS*	Concept LOS**	Urban/ Rural	UTC/ R/W Width
1 SD R0.0 - R2.6	I-8 to future SR-52	6F***	100,500	.95	E	E	U	6F+Study Aux.
2 SD R2.6 - R5.5	Future SR-52 to Maplevue Street	6F****	64,700	.63	C	E	U	6F+Interchange
3 SD R5.5 - 9.3	Maplevue Street to Vigilante Road	4C	26,000	.65	C	E	U	4C/148
4 SD 9.3 - 13.6	Vigilante Road to future Scripps Poway Parkway	4C	24,000	.66	C	E	R	4C/148 *****
5 SD 13.6 - 15.2	Future Scripps Poway Parkway to Poway Road	4C	43,000	1.09	F	E	R	4C/148 *****
6 SD 15.2 - 21.7	Poway Road to urban/rural limit	4C	43,600	1.06	F	E	R	4C/148 *****
7 SD 21.7 - 24.4	Urban/rural limit to SR-78	4C	30,900	.73	D	E	U	4C/148 *****

4C = Four lane conventional highway

6F = Six lane freeway

ADT = Average Daily Traffic

AUX = Auxiliary

D/C = Demand to Capacity

LOS = Level of Service

R/W = Right of Way

R = Rural

U = Urban

UTC = Ultimate Transportation Corridor

* Peak hour Operating LOS includes provision of State highway, arterial, and transit improvements.

** Concept LOS is based on San Diego Association of Governments' (SANDAG) Congestion Management Program (CMP) minimum LOS standard.

*** Concept includes locally funded interchange improvements.

**** Concept includes locally funded interchange improvements and the upgrade of the signalized intersection at Maplevue Street to a full interchange.

***** The UTC for these segments includes the feasibility of adding truck climbing lanes where appropriate.

Note: Widths are in feet.

The District 11 Transportation Concept map on page 12 shows the 2015 peak hour Operating LOS, Concept LOS, and the 2015 Transportation Concept facility by segment.

ULTIMATE TRANSPORTATION CORRIDOR

The UTC describes the long term (beyond the 20 year planning period) right of way requirements for a particular segment. The long term needs are determined by Advanced Transportation System Development (ATSD) activities which include investigation and analysis of Community Plans, General Plans, Transportation Plans, Land Use Plans, Environmental Documents, and other planning documents. The intent is to take advantage of or develop opportunities for long term right of way acquisition and to work with local and regional agencies to implement corridor preservation measures.

The UTC proposes the number of lanes and the facility type for all segments. It also includes the minimum right of way width in feet for the conventional highway portions of the route. This width can be variable depending upon the dimensions of cross-sectional elements and specific circumstances which may require narrow widths. Minimum right of way width includes the roadbed, shoulder, clear recovery zone, and clearance from the right of way line to the catch point of the cut or fill slope. Additional right of way may be required for structures, slope modifications, and drainage facilities.

The UTC number of lanes and facility type for SR-67 in Segment 1 calls for a six lane freeway, locally funded interchange improvements, and a study to consider adding auxiliary lanes. The UTC for Segment 2 is the same as the 2015 Transportation Concept facility, a six lane freeway and an upgrade of the signalized intersection at Mapleview Street to a full interchange. The UTC for Segments 3 through 7 is also the same as the Transportation Concept facility, a four lane conventional highway with a minimum right of way width of 148 feet. The UTC facility for Segments 3 through 7 is based on the County of San Diego General Plan Circulation Element. The minimum right of way width is based on standards promulgated by the Caltrans Design Manual Section 7-306.1.

CONCEPT RATIONALE

An intermodal approach is necessary in order to provide for the projected increased person trips in the SR-67 corridor. The highway component of the 2015 Transportation Concept calls for widening of the existing facility where it can be accommodated within environmental and economic constraints. For SR-67, the highway component of the 2015 Transportation Concept shows the need for improvements in all segments.

The highway component of the 2015 Transportation Concept for Segment 1 is to maintain the existing six lane freeway from Interstate 8 (I-8) (P.M. SD R0.0) to near Prospect Avenue (P.M. SD R1.9). The remainder of Segment 1 from near Prospect Avenue to future SR-52 (P.M. SD R2.6) will be upgraded from a four lane freeway to a six lane freeway and will include a reconfiguration of SR-67 near the vicinity of the future SR-52/SR-67 interchange. At this time, there are no plans for further additional lanes in Segment 1, but with the completion of the future SR-52/SR-67 interchange, some additional auxiliary lanes may be necessary. Widening the Bradley Avenue overcrossing should also be considered.

Segment 2 should be widened by one lane in each direction, resulting in a six lane freeway. Additionally, the Woodside Avenue and Riverford Road interchanges should be reconstructed. The existing signalized intersection at Mapleview Street should be upgraded to a full interchange.

For Segment 3 through Segment 7, the 2015 Transportation Concept is to realign and widen SR-67 by one lane in each direction to achieve a four lane conventional highway with left turn pockets, striped medians and median barriers as needed. Special design considerations, such as minimizing access points, should be developed in cooperation with local agencies and adjacent landowners to provide greater highway capacity and safety in Segments 3 through 7. A Caltrans Project Study Report/Project Report (PSR/PR) is currently being prepared for a locally funded project to construct a signalized intersection at the junction of the proposed Scripps Poway Parkway and SR-67. Additional widening and channelization of SR-67 in this area will also be included in this PSR/PR. The highway component of the 2015 Transportation Concept also includes the construction of parallel SR-125 from I-8 to Poway. This route is needed as

an alternative facility for use by commuters between the east county and the mid-county region, including Poway and Ramona.

For all segments, operational and safety improvements should be implemented as necessary.

Caltrans traffic projections and SANDAG Series 8 Regional Traffic Forecasts indicate a deficient LOS in some segments even after these improvements. However, the LOS can be improved by shifting a percentage of the corridor travel to other modes and increasing corridor vehicle occupancy rates.

An additional component of the 2015 Transportation Concept includes improvements to the arterial street system where possible within the SR-67 corridor, notably in the Lakeside, Santee, and Ramona areas. Arterial street improvements such as additional lanes, preferential signal treatment, limitation and separation of left turn movements, limited driveways and other access controls should also be provided where necessary to help achieve the 2015 Transportation Concept LOS.

Another component of the 2015 Transportation Concept includes the provision of expanded transit service in the SR-67 corridor. This would include the extension of the San Diego Trolley from its present terminus in El Cajon to the Santee Town Center in late 1995. Another transit improvement is the initiation of new peak hour express bus service between Ramona and the San Diego Trolley in Santee, as well as an increase in the frequency of existing bus service. In addition, since completion of SR-52, the existing express bus service between Santee and Kearny Mesa has shifted from Mission Gorge Road to SR-52.

2015 TRANSPORTATION CONCEPT FACILITY IMPROVEMENTS

Table S-2 shows facility improvements to SR-67 that are part of the 2015 Transportation Concept. The peak hour D/C Ratio and peak hour Operating LOS listed assume completion of the proposed facility improvement. These improvements are also shown on the District 11 Transportation Concept Report Map for SR-67 on page 12.

TABLE S-2
2015 TRANSPORTATION CONCEPT FACILITY IMPROVEMENTS

Segment/ County Post Mile	Location	Improvement Description	Peak Hour D/C Ratio	Peak Hour Operating LOS*	Concept LOS**
1 SD R0.0 - R2.6	I-8 to future SR-52	Upgrade from 4F*** to 6F	.95	E	E
2 SD R2.6 - R5.5	Future SR-52 to Mapleview Street	Upgrade from 4F to 6F	.63	C	E
3 SD R5.5 - 9.3	Mapleview Street to Vigilante Road	Upgrade from 2C to 4C	.65	C	E
4 SD 9.3 - 13.6	Vigilante Road to future Scripps Poway Parkway	Upgrade from 2C**** to 4C	.66	C	E
5 SD 13.6 - 15.2	Future Scripps Poway Parkway to Poway Road	Upgrade from 2C to 4C	1.09	F	E
6 SD 15.2 - 21.7	Poway Road to urban/rural limit	Upgrade from 2C to 4C	1.06	F	E
7 SD 21.7 - 24.4	Urban/rural limit to SR-78	Upgrade from 2C to 4C	.73	D	E

2C = Two lane conventional highway
4C = Four lane conventional highway
4F = Four lane freeway
6F = Six lane freeway
D/C = Demand to Capacity
LOS = Level of Service

* Peak hour Operating LOS includes provision of State highway, arterial, and transit improvements.

** Concept LOS is based on the San Diego Association of Government 's (SANDAG) Congestion Management Program (CMP) minimum LOS standard.

*** The first part of this segment from I-8 (P.M. SD R0.0) to near Prospect Avenue (P.M. SD R1.9) is currently 6F.

**** The first part of this segment from Vigilante Road (P.M. SD 9.3) to 2.1 miles north of Vigilante Road (P.M. SD 11.4) is currently 4C.

TRANSPORTATION CONCEPT REPORT

STATE ROUTE 67 (SR-67)

11-SD-67 P.M. R0.0-24.4

INTRODUCTION

Statement of Planning Intent

The system planning process consists of three products: the District System Management Plan (DSMP), the Transportation Development Plan (TDP), and the Transportation Concept Report (TCR).

The DSMP is a strategic and policy planning document, that describes how the District envisions the transportation system will be maintained, managed, and developed over the next 20 years and beyond. The DSMP is developed in partnership with regional and local transportation planning agencies. It describes the overall goals and policies which relate to District transportation issues. The goals and policies consider the entire transportation system, regardless of jurisdiction, and address all modes which move people, goods, and services. The DSMP summarizes 20 year planning concepts and proposed transportation improvements on a system-wide level, and influences the development of future transportation concepts and development plans.

The TDP identifies transportation corridor improvements for the five year period following the seven year State Transportation Improvement Program (STIP). The TDP analyzes proposed system improvements in terms of timing, local and regional priorities, interregional travel and system continuity, using two funding scenarios. Together, the STIP and the TDP constitute the first 12 years of the 20 year planning period and act as a benchmark for measuring progress toward attainment of the 20 year Transportation Concept.

The TCR is a planning document which describes the Department's basic approach to the development of a given corridor. Considering reasonable financial constraints and projected travel demand, the TCR establishes a 20 year transportation planning concept and identifies modal transportation options needed to achieve the concept. The concept considers operating levels of service (LOS), modal facility types, and vehicle occupancy rates. The TCR also considers potential long term needs for the corridor beyond the 20 year planning period. The long term needs focus on corridor preservation, the Ultimate Transportation Corridor (UTC) and new technologies. Minimum right of way widths are also established in the UTC for all conventional highway portions of the transportation system.

The TCR is a preliminary planning phase that leads to subsequent programming and the project development process. As such, the specific proposed nature of improvements (i.e., number of lanes, access control, etc.) may change in later project

development stages, with final determinations made during the Project Study Report (PSR), Project Report (PR) and design phases.

Each TCR must be viewed as an integral part of a planned system. The TCR is based on the completion of the 20 year system. The system has been developed to meet anticipated travel demand generated from regional growth forecasts. Removal of any portion of a route from the system will adversely affect travel on parallel or intersecting routes.

The TCR is prepared by Caltrans District staff in cooperation with local and regional agencies. They will be updated as necessary as conditions change or new information is obtained.

ROUTE DESCRIPTION

The southern terminus of State Route 67 (SR-67) is at the junction with Interstate 8 (I-8) (P.M. SD R0.0). SR-67 extends 24.4 miles to the northeast, terminating at SR-78 in the community of Ramona. All of SR-67 lies within San Diego County.

SR-67 was added to the State Highway System in 1933. In 1959, the entire route was added to the Freeway and Expressway (F&E) System. Freeway agreements with the City of El Cajon and the County of San Diego were executed in 1965 for the portion of the route from I-8 (P.M. SD R0.0) to the San Diego River (P.M. SD R5.8).

Purpose of Route

SR-67 is a north-south route which carries intraregional, commuter and recreational travel. SR-67 traverses the Cities of El Cajon, Santee, and Poway and the unincorporated communities of Lakeside and Ramona. The southern portion of the route in the Cities of El Cajon and Santee serves as a commuter route. The northerly remainder of the route also serves commuter traffic from Ramona bound for I-15 via Poway Road and I-8 via El Cajon and Santee. This portion of the route also provides access, via SR-78, to outlying rural communities and recreational areas.

Both termini of SR-67 are State routes, I-8 (P.M. SD R0.0) to the south, and SR-78 (P.M. SD 24.4) to the north. SR-67 also intersects with one future State route, SR-52 (P.M. SD R2.6) in Santee. The closest parallel State route to SR-67 is I-15, which varies between six and 12 miles to the west. Future SR-125 will parallel SR-67 two to five miles west from I-8 to SR-56.

Existing Facility Classifications

SR-67 is not included as a part of the Interregional Road System (IRRS) and will not be included as part of the proposed National Highway System (NHS).

All of SR-67 is designated as an Surface Transportation Assistance Act (STAA) State Highway Terminal Access Route. In accordance with the Truck Kingpin-to-Rear-Axle

Length State Highway System Evaluation Report dated December 1989, no portions of SR-67 have been identified as geometrically inadequate for use by truck tractor-semitrailer combinations having a 40 foot kingpin-to-rear-axle length.

SR-67 is not in the California State Scenic Highway System and therefore is not eligible to be designated as an official State Scenic Highway.

For maintenance programming purposes, the State highway system has been classified as Class 1, 2, and 3 highways based on the Maintenance Service Level (MSL) descriptive definitions. The MSL 1 designation contains route segments in urban areas functionally classified as Interstate, Other Freeway or Expressway, or Other Principal Arterial. In rural areas, the MSL 1 designation contains route segments functionally classified as Interstate or Other Principal Arterial.

MSL 2 contains route segments classified as an Other Freeway/Expressway or Other Principal Arterial not in MSL 1, route segments functionally classified as minor arterials not in MSL 3, and route segments with a 2015 Transportation Concept of Maintain and Improve.

MSL 3 indicates a route or route segment with the lowest maintenance priority. Typically, MSL 3 contains route segments with a 2015 Transportation Concept of Maintain Only. These are route segments functionally classified as major or minor collectors and local roads, route segments with relatively low traffic volumes and route segments being considered for relinquishment, recession, or where a new alignment will replace the existing facility. MSL 3 roads are not candidates for pavement rehabilitation but are to be maintained with maintenance funds. There is an exception if a road cannot be maintained without rehabilitation. Route segments where the District does not anticipate spending money and route segments where route continuity is necessary are also assigned an MSL 3 designation.

SR-67 is classified as an MSL 2 route for its entire length.

Route Segments

SR-67 is examined in seven segments for traffic analysis and other purposes. Table 1 lists the segments and includes some of the information used as criteria for segment divisions. A map is attached at the end of this report which indicates the location and post miles of the segments used in this analysis.

**TABLE 1
ROUTE SEGMENTATION**

Segment/ County Post Mile	Location	Existing No. Lanes/ Facility Type	Urban/ Rural	Functional Classification
1 SD R0.0 - R2.6	I-8 to future SR-52	6F	U	Other Freeway or Expressway
2 SD R2.6 - R5.5	Future SR-52 to Mapleview Street	4F	U	Other Freeway or Expressway
3 SD R5.5 - 9.3	Mapleview Street to Vigilante Road	2C	U	Expressway Minor Arterial
4 SD 9.3 - 13.6	Vigilante Road to future Scripps Poway Parkway	2C	R	Minor Arterial
5 SD 13.6 - 15.2	Future Scripps Poway Parkway to Poway Road	2C	R	Minor Arterial
6 SD 15.2 - 21.7	Poway Road to urban/rural limit	2C	R	Minor Arterial
7 SD 21.7 - 24.4	Urban/rural limit to SR-78	2C	U	Other Principal Arterial

2C = Two lane conventional highway
4C = Four lane conventional highway
4F = Four lane freeway
6F = Six lane freeway
R = Rural
U = Urban

Existing Facility

SR-67 is a six lane freeway from I-8 (P.M. SD R0.0) to near Prospect Avenue (P.M. SD R1.9), a four lane freeway to Mapleview Street (P.M. SD R5.5), and a mostly two lane conventional highway from Mapleview Street (P.M. SD R5.5) to SR-78 (P.M. SD 24.4). Most of the conventional highway portion of SR-67 traverses hilly terrain with a rolling gradeline, therefore, truck climbing and descending lanes have been constructed at selected locations.

A physical description of the existing facility in a segment specific format is shown in Table 2. Existing facility sizes shown are representative of the segment.

**TABLE 2
EXISTING FACILITY**

Segment/ County Post Mile	No. Lanes/ Facility Type	Shoulder Width Outside	Shoulder Width Inside	Maximum R/W Width	Grade Line
1 SD R0.0 - R2.6	6F @ 12	8	5	200	Flat
2 SD R2.6 - R5.5	4F @ 12	8 - 10	5	195 - 215	Flat
3 SD R5.5 - 9.3	2C @ 12	4 - 10	2 - 5	150	Flat
4 SD 9.3 - 13.6	2C @ 12	4 - 8	0 - 5	150	Rolling
5 SD 13.6 - 15.2	2C @ 16	8 - 10	0	150	Rolling
6 SD 15.2 - 21.7	2C @ 12 - 16	2 - 10	0	60 - 150	Rolling/Flat
7 SD 21.7 - 24.4	2C @ 12 - 13	4 - 11	0	60 - 100	Flat

2C = Two lane conventional highway
 4F = Four lane freeway
 6F = Six lane freeway
 R/W = Right of Way

A detailed listing of the existing number of lanes by direction is shown in Table 3.

**TABLE 3
 EXISTING NUMBER OF LANES BY DIRECTION**

County Post Mile	Description	Northbound	Southbound
SD R0.0 - R1.9	I-8 to Prospect Avenue	3	3
SD R1.9 - R5.5	Prospect Avenue to Maplevue Street	2	2
SD R5.5 - 9.3	Maplevue Street to Vigilante Road	1	1
SD 9.3 - 11.3	Vigilante Road to two miles north of Vigilante Road	2	2
SD 11.3 - 13.4	Two miles north of Vigilante Road to .1 mile south of Rio Maria Road	2	1
SD 13.4 - 14.4	.1 mile south of Rio Maria Road to Iron Mountain Drive	2	2
SD 14.4 - 15.1	Iron Mountain Drive to .1 mile south of Poway Road	2	1
SD 15.1 - 15.3	.1 mile south of Poway Road to .1 mile north of Poway Road	2	2
SD 15.3 - 17.0	.1 mile north of Poway Road to .8 mile north of Mina De Ora Road	1	1
SD 17.0 - 17.4	.8 mile north of Mina De Ora Road to .4 mile south of Rockhouse Road	2	1
SD 17.4 - 17.5	.4 mile south of Rockhouse Road to .3 mile south of Rockhouse Road	2	2
SD 17.5 - 17.8	.3 mile south of Rockhouse Road to Rockhouse Road	1	2
SD 17.8 - 18.3	Rockhouse Road to .2 mile south of Archie Moore Road	2	2
SD 18.3 - 23.4	.2 mile south of Archie Moore Road to Pala Street	1	1
SD 23.4 - 23.6	Pala Street to Ramona Street	2	2
SD 23.6 - 23.7	Ramona Street to 16th Street	1	1
SD 23.7 - 24.4	16th Street to junction SR-78	2	2

There are several arterial streets within the SR-67 corridor that could provide an alternative to commuters wishing to avoid peak period congestion on the State highway. They are listed in Table 4.

**TABLE 4
 EXISTING ARTERIAL STREETS IN THE SR-67 CORRIDOR**

Segment	Arterial Name	Description
1	Prospect Avenue	Mesa Road to SR-67
1 - 2	Second Street/Winter Gardens Boulevard	I-8 to SR-67
1 - 2	Magnolia Avenue	I-8 to Mission Gorge Road
2 - 3	Woodside Avenue/Riverside Drive	Mission Gorge Road to Riverside Drive
3	Moreno Avenue	Willow Road to Vigilante Road
3 - 7	Wildcat Canyon/San Vincente Road/10th Street	Maplevue Street to SR-78

There are no ramp meters currently in operation on SR-67, however, the southern terminus of the route is metered in the southbound direction as it joins with I-8 in El Cajon.

There are four Park and Ride lots near or adjacent to SR-67. They provide a total of 179 spaces for use by ridesharing commuters. Park and Ride lots are located at the following locations along SR-67:

- Mission Gorge Road, west of Fanita Drive (P.M. SD R2.7)
- Mission Gorge Road at Cuyamaca Street (P.M. SD R2.7)
- SR-67 at Riverford Drive (P.M. SD R3.9)
- SR-67 at Maplevue Street (P.M. SD R5.5)

Existing fixed route bus service in the SR-67 corridor is provided by the San Diego County Transit System. The County Northeast Rural Bus Service operates Routes 878 and 879 on SR-67 between the El Cajon Transit Center and Ramona. Each route provides service once a day Tuesday through Friday, with Route 878 additionally operating once a day on Monday and Route 879 operating once a day on Saturday. The San Diego County Transit System also operates several local bus routes on surface streets within or nearby the SR-67 corridor. Route 854 provides daily service on Woodside Avenue and Mission Gorge Road every 30 minutes from 5:22 a.m. until 7:31 p.m. and then every 60 minutes until 11:01 p.m. Routes 846/847 provide daily service on Magnolia Avenue every 60 minutes from 5:11 p.m. to 10:02 p.m. Route 848 provides daily service on Winter Gardens Boulevard and Woodside Avenue every 30 to 60 minutes from 4:52 a.m. to 9:53 p.m.

Average accident data for the three year period from January 1, 1989 to January 1, 1992 was analyzed for SR-67. Criteria used for determining an accident concern are based on whether actual total accident rates exceeded expected total accident rates by one and one-half times. There are no accident concerns for any segment of SR-67.

ROUTE ANALYSIS

This section further discusses existing conditions on SR-67 and introduces future Post-1992 STIP/No Build conditions. This section also includes a land use/corridor growth and demographic analysis for existing and future conditions in the SR-67 corridor.

Existing and Future No Build Operating Conditions

Table 5 shows existing and future (2005 No Build and 2015 No Build) operating conditions for SR-67. Existing conditions reflect 1991 data. The facility size shown is representative of the segment. The future conditions are based on Caltrans' traffic projections and San Diego Association of Governments' (SANDAG) Series 8 Regional Population and Employment forecasts for the years 2005 and 2015. Future (2015 No Build) conditions assume the completion of only those projects in the local transportation sales tax (TransNet) program and those in the 1994 STIP.

TABLE 5
EXISTING (1993) AND FUTURE (2015 NO BUILD) OPERATING CONDITIONS

Segment/ County Post Mile	Year	No. Lanes/ Facility Type	ADT	PHV	Peak Hour D/C Ratio	Peak Hour Operating LOS
1 SD R0.0 - R2.6	1993	6F	84,000	3,800	0.66	C
	2005	6F	87,500	4,800	0.83	D
	2015	6F	91,000	5,000	0.86	D
2 SD R2.6 - R5.5	1993	4F	43,400	2,100	0.56	C
	2005	4F	49,100	2,800	0.74	D
	2015	4F	54,700	3,100	0.82	D
3 SD R5.5 - 9.3	1993	2C	22,400		1.05	F
	2005	2C	25,000		1.33	F
	2015	2C	27,600		1.47	F
4 SD 9.3 - 13.6	1993	2C	19,300		1.01	F
	2005	2C	28,200		1.62	F
	2015	2C	37,000		2.13	F
5 SD 13.6 - 15.2	1993	2C	19,300		1.01	F
	2005	2C	26,700		1.42	F
	2015	2C	34,000		1.81	F
6 SD 15.2 - 21.7	1993	2C	19,700		0.94	E
	2005	2C	27,400		1.46	F
	2015	2C	35,000		1.86	F
7 SD 21.7 - 24.4	1993	2C	20,700		0.86	E
	2005	2C	24,400		1.27	F
	2015	2C	28,000		1.44	F

2C = Two lane conventional lane
 4C = Four lane conventional highway
 4F = Four lane freeway
 6F = Six lane freeway
 ADT = Average Daily Traffic
 D/C = Demand to Capacity
 PHV = Peak Hour Volume (one way)
 LOS = Level of Service

Sources: Caltrans and San Diego Association of Governments (SANDAG)

Corridor Growth and Demographics

The SANDAG Series 8 Regional Population and Employment Forecast anticipates an increase in population in the San Diego Region from 2.5 million people in 1990 to 3.63 million people in 2015. This represents a 45 percent increase in population, and will create a demand for additional housing, employment, and public facilities. Complementary land use and transportation improvements will be required.

The 5.8 mile freeway portion of SR-67 originates at I-8 in the City of El Cajon and traverses north through El Cajon, the City of Santee, and the community of Lakeside. The City of El Cajon is a stable community that is not expected to experience significant

growth because of built out conditions. Contrarily, the City of Santee will experience rapid growth over the next 20 years, due in part to the extension of future SR-52 and SR-125 into and through the City. Large parcels of undeveloped land exist in the northern reaches of Santee, and this area is prime for development in the future. Land uses along the freeway portion of the SR-67 corridor generally consist of a variable mix of single and multiple family residential units and commercial development.

The conventional highway portion of SR-67 traverses a hilly, low density rural environment. The route provides access to recreational opportunities in several county parks and open space areas and to the San Vicente Reservoir. This area is expected to experience increased growth while retaining rural densities. The northern portion of SR-67 passes through and terminates in the community of Ramona. The Ramona area will undergo substantial new residential and commercial growth and increased densification in the future.

Major employment areas within the SR-67 corridor will generate significant traffic volumes. Listed in Table 6 are employment growth statistics for these employment areas:

**TABLE 6
EMPLOYMENT GROWTH**

Area	1990	2000	Percentage Change from Base Year	2015	Percentage Change from Base Year
Parkway Plaza Area	5,500	5,500	0.0	6,200	25.1
Gillespie Field	2,900	2,600	-11.5	2,900	0.0
Riverside Drive	900	1,200	33.3	2,500	177.8
Willow Road to Vigilante Road	900	800	-12.5	3,400	277.8
Ramona	3,000	3,100	3.3	5,600	86.7

Source: San Diego Association of Governments (SANDAG)

Table 7 shows estimated current population, 2015 projected population, and the resultant growth rate for the three statistical areas that SR-67 traverses.

**TABLE 7
POPULATION GROWTH**

Jurisdiction	1991	2015	Percentage Change
El Cajon	89,300	107,600*	20.5
Santee	53,200	65,200	22.6
Ramona Subregional Area	28,500	54,500	91.2

* City and Sphere of Influence

Source: San Diego Association of Governments (SANDAG)

Table 8 lists current and future household, employment and population data for a two mile wide corridor the length of SR-67.

**TABLE 8
HOUSING, EMPLOYMENT, AND POPULATION GROWTH**

County Post Mile	Location	Year	Households	Percent Change from Base Year	Employment	Percent Change from Base Year	Population	Percent Change from Base Year
SD R0.0 - R1.9	I-8 to Prospect Avenue	1990	10,500	-	22,300	-	26,100	-
		2000	10,600	1.0	22,000	-1.4	28,000	7.3
		2010	11,000	4.8	23,800	6.7	28,000	7.3
		2015	11,100	5.7	23,100	3.6	28,100	7.7
SD R1.9 - R5.5	Prospect Avenue to Maplevue Street	1990	12,600	-	13,500	-	35,700	-
		2000	13,400	6.3	13,800	2.2	39,900	11.8
		2010	14,800	17.5	18,700	38.5	42,400	18.8
		2015	15,300	21.4	20,500	51.9	43,700	22.4
SD R5.5 - 15.2	Maplevue Street to Poway Road	1990	2,200	-	2,100	-	6,200	-
		2000	2,200	0.0	2,100	0.0	6,700	8.0
		2010	3,200	45.5	4,400	109.5	9,500	53.2
		2015	3,700	6.8	6,100	190.5	10,800	74.2
SD 15.2 - 24.4	Poway Road to SR-78	1990	4,900	-	4,500	-	14,400	-
		2000	6,200	26.5	4,600	2.2	19,300	34.0
		2010	10,400	112.2	6,400	42.2	30,700	113.2
		2015	13,300	171.4	7,400	64.4	38,700	168.8
Totals		1990	30,200	-	42,400	-	82,400	-
		2000	33,400	10.6	42,500	0.2	93,900	14.0
		2010	39,400	30.5	53,300	25.7	110,600	34.2
		2015	43,400	43.7	57,100	34.7	121,300	47.2

Source: San Diego Association of Governments (SANDAG)

Additional traffic generators within the SR-67 corridor will significantly increase congestion on area surface streets and on SR-67. There are a substantial number of small developments that are not listed here that will have a cumulative impact on traffic in the corridor. Proposed major developments that will generate at least 5,000 trips and significantly impact traffic on SR-67 are shown in Table 9. These developments are not included in the SANDAG Series 8 forecasts.

**TABLE 9
TRIP INDUCING MAJOR DEVELOPMENT PROJECTS**

Segment	Proposed Development	Dwelling Units	Square Footage	Acreage	Trips Generated Daily
1	Prospect Plaza	-	-	5	6,000
1	Willow Pond II	-	-	105	15,000
2	Lakeside Plaza	-	-	5	6,500
2	Magnolia Industrial Park DEIR	-	-	76	6,000
2	Riverway Specific Plan	550	-	521	62,000*
7	Albertson's Shopping Center	-	-	10	9,700
7	Vincente Country Corners DEIR	-	-	12	5,700
TOTAL:					110,900

DEIR = Draft Environmental Impact Report

* Based on San Diego County Department of Planning and Land Use alternative.

Source: Caltrans District 11 Planning Studies Branch

TRANSPORTATION CONCEPT (2015)

The 2015 Transportation Concept is determined by a detailed analysis of each route. Factors that are influential in the process include land use, terrain, travel characteristics, relative importance of the route, relationship to other routes, urban or rural areas, functional classification, average daily traffic (ADT), safety, and cost of possible improvements. The components of the 2015 Transportation Concept include State highway, arterial street, and transit improvements. The State highway component of the 2015 Transportation Concept is composed of two parts; (1) a minimum tolerable LOS for the peak hours, and (2) a description of the physical facility necessary to accommodate that LOS. Additional components of the 2015 Transportation Concept include Transportation Control Measure (TCM) air quality improvement tactics, Transportation System Management (TSM) and Transportation Demand Management (TDM) improvements. These items are discussed in subsequent sections of this report. The 2015 Transportation Concepts have been approved by District management and reflect a reasonable expectation of accomplishments rather than unattainable aspirations.

In San Diego County, the 2015 Transportation Concept LOS is based on the SANDAG Congestion Management Program (CMP). The CMP will be updated annually to address congestion problems in a coordinated and cooperative manner with various county entities. The elements of the CMP include a TDM and trip reduction element, a transit standards element, a land use impact analysis program, a seven year Capital Improvements Program (CIP), and an element defining LOS standards for the highway portion of the regional transportation system. For all segments of SR-67, the 2015 Transportation Concept LOS of "E" is based on the CMP minimum LOS standard. For Segment 1 through 4 and Segment 7,, the 2015 Peak Hour Operating LOS is equal to or better than the CMP minimum LOS standard. For Segments 5 and 6, additional regional TCM, TDM, and TSM improvements will be needed to reduce deficiencies in the 2015 Peak Hour Operating LOS in order to attain the 2015 Transportation Concept LOS.

Table 10 shows the specific 2015 Transportation Concept facility type and LOS for each segment of SR-67. The 2015 Peak Hour Operating LOS reflects both main lanes and auxiliary lanes if applicable. It is also based on Caltrans' traffic projections and SANDAG Series 8 Regional Traffic Forecasts and assumes completion of the future regional transportation system and all proposed State highway, arterial street and transit improvements. Table 10 also shows the post-2015 UTC.

**TABLE 10
2015 TRANSPORTATION CONCEPT**

Segment/ County Post Mile	Location	No. Lanes/ Facility Type	ADT	Peak Hour D/C Ratio	Peak Hour Operating LOS*	Concept LOS**	Urban/ Rural	UTC/ R/W Width
1 SD R0.0 - R2.6	I-8 to future SR-52	6F***	100,500	.95	E	E	U	6F+ Study AUX
2 SD R2.6 - R5.5	Future SR-52 to Maplevue Street	6F****	64,700	.63	C	E	U	6F+Interchange
3 SD R5.5 - 9.3	Maplevue Street to Vigilante Road	4C	26,000	.65	C	E	U	4C/148
4 SD 9.3 - 13.6	Vigilante Road to future Scripps Poway Parkway	4C	24,000	.66	C	E	R	4C/148*****
5 SD 13.6 - 15.2	Future Scripps Poway Parkway to Poway Road	4C	43,000	1.09	F	E	R	4C/148*****
6 SD 15.2 - 21.7	Poway Road to urban/rural limit	4C	43,600	1.06	F	E	R	4C/148*****
7 SD 21.7 - 24.4	Urban/rural limit to SR-78	4C	30,900	.73	D	E	U	4C/148*****

4C = Four lane conventional highway

6F = Six lane freeway

ADT = Average Daily Traffic

D/C = Demand to Capacity

LOS = Level of Service

R/W = Right of Way

R = Rural

U = Urban

UTC = Ultimate Transportation Corridor

* Peak hour Operating LOS includes provision of State highway, arterial, and transit improvements.

** Concept LOS is based on San Diego Association of Governments' (SANDAG) Congestion Management Program (CMP) minimum LOS standard.

*** Concept includes locally funded interchange improvements.

**** Concept includes locally funded interchange improvements and the upgrade of the signalized intersection at Maplevue Street to a full interchange.

***** The UTC for these segments includes the feasibility of adding truck climbing lanes where appropriate.

Note: Widths are in feet.

The District 11 Transportation Concept map on page 12 shows the 2015 Peak Hour Operating LOS, Concept LOS, and the 2015 Transportation Concept facility by segment.

CONCEPT RATIONALE

The 2015 Transportation Concept for SR-67 is an intermodal strategy which includes three primary components: improvements to the State highway system, improvements to the regional arterial system, and transit service improvements. Additional strategies that will help to attain the 2015 Transportation Concept include TCM, TDM, and TSM improvements.

The highway component is described below in a segment specific format. Segment 1 currently is a six lane freeway from I-8 (P.M. SD R0.0) to near Prospect Avenue (P.M. SD R1.9). The remainder of Segment 1 from Prospect Avenue to future SR-52 (P.M. SD R2.6) will be upgraded from a four lane freeway to a six lane freeway. Upon completion of SR-52, this portion of SR-67 will be reconfigured and will include the closing of the existing Prospect Avenue (P.M. SD R1.9) interchange. At this time, there are no plans for further additional lanes in Segment 1, but with the eventual completion of SR-52 some additional auxiliary lanes may be necessary. Widening the Bradley Avenue overcrossing should also be considered.

Segment 2 will be expanded from a four lane freeway to a six lane freeway. Additionally, the Woodside Avenue and Riverford Road interchanges will be reconstructed. The existing signalized intersection at Maplevue Street will be upgraded to a full interchange.

Segment 3 through Segment 7 will be incrementally widened to a four lane conventional highway with left turn pockets, striped medians, and median barriers as appropriate. Currently, some truck climbing and/or passing lanes have been constructed in locations with hilly terrain and rolling gradelines. In Segment 4, a recent project from Vigilante Road (P.M. SD 9.3) to 1.9 miles north of Vigilante Road expanded SR-67 to a four lane conventional highway. A Caltrans Project Study Report/Project Report (PSR/PR) is currently being prepared for a locally funded project to construct a signalized intersection at the junction of the proposed Scripps Poway Parkway and SR-67. Additional widening and channelization of SR-67 in this area will also be included in this PSR/PR. A number of additional PR's will be developed in the future to realign and widen SR-67 to a four lane facility from .3 miles south of the San Diego River (P.M. SD 5.5) to Pala Street (P.M. SD 23.4) in Ramona. All projects should include special design considerations, such as minimizing access points. These access management solutions can be developed in cooperation with local agencies and adjacent landowners.

For all segments, operational and safety improvements will be implemented as necessary.

This analysis assumes completion of SR-125 between I-8 and Poway as a parallel State highway for use by commuters between the east county and mid-county regions, including Poway and Ramona. If SR-125 is not completed within the 20 year time frame, SR-67 will operate at an even more congested LOS.

Even with the completion of SR-125 and the proposed State highway, transit and arterial improvements, Segments 5 and 6 will operate at a deficient LOS in the year 2015. The LOS can be further improved only by shifting a percentage of the corridor travel to other modes and increasing corridor vehicle occupancy rates.

Another component of the 2015 Transportation Concept for these segments is greater utilization of arterial streets in the corridor. Use of arterial streets can increase corridor mobility, reduce peak period demands on the facility, and provide alternative routes for relatively short intraregional trips.

The existing arterial street network consists of two lane and four lane surface streets and has been previously listed in the Existing Facility section of this report. These arterials should be upgraded as appropriate within the twenty year planning period. New arterial improvements include the extension of Mast Boulevard westerly to SR-52 and easterly to Riverside Drive, north of the San Diego River. Another arterial improvement is a new frontage road north of SR-67 and south of the San Diego River between Riverford Road and Winter Gardens Boulevard.

A proposed extension of the Scripps Poway Parkway easterly from Poway, intersecting future SR-125 and terminating at SR-67, will assist in relieving congestion on SR-67. A portion of the Parkway from I-15 to Community Road was completed in mid-1993.. An additional piece of the Parkway from Community Road to Danielson Street has also been completed. The remaining portion easterly to SR-67 is scheduled for future construction.

In the Ramona area, the County of San Diego General Plan Circulation Element shows a proposed arterial to the south of SR-67 that would allow traffic to bypass the congested portion of SR-67 through Ramona. This arterial is known as SA 300, and it will potentially utilize Dye Road between SR-67 and San Vicente Road and then connect with Keyes Road. An additional proposed arterial shown as SA 603 in the County Circulation Element would act as a bypass of Ramona to the north. SA 603 will be a new facility extending from SR-78 near San Pasqual Road to SR-67 near Second Street.

Capacity of existing arterials within the corridor is affected by physical inadequacies, access conflicts, numerous traffic signals, and general traffic congestion. Arterial traffic flow can be increased by realignment and/or widening, correcting physical inadequacies and minimizing side friction. Improvements towards these ends include preferential signal treatment, limitation and separation of left turn movements, and limited driveway and other access controls.

Another component of the 2015 Transportation Concept for all segments of SR-67 is the provision of expanded transit service in the corridor. This would include the extension of the San Diego Trolley from its present terminus in El Cajon to the Santee Town Center in late 1995. Another transit improvement is the initiation of new peak hour express bus service between Ramona and the San Diego Trolley in Santee, as well as an increase in the frequency of existing bus service. This will help accommodate the expected growth in person trips in the SR-67 corridor. In addition, since the completion of SR-52,

the existing express bus service (San Diego Transit Route 870) between Santee and Kearny Mesa has shifted from Mission Gorge Road to SR-52. The use of bus zones or turnouts on SR-67 is recommended where conditions warrant. Specific locations should be developed in consultation with the San Diego County Transit System.

SR-67 is the primary State highway that provides ground access to Gillespie Field, a general aviation airport operated by the County of San Diego. It is located within the City of El Cajon adjacent to Segment 1. Gillespie Field is the busiest general aviation airport in San Diego County with Annual Operations of 189,000 in 1991. Gillespie Field is also the base for 806 aircraft. The 1994 SANDAG Regional Transportation Plan (RTP) identifies the need for additional tie-down capacity and related aviation facilities at this location. Additional study is needed to ensure adequate ground access is available to accommodate increased person trips to an expanded Gillespie Field.

Congestion relief without major highway improvements can be achieved by a variety of methodologies. Some of these methodologies are incorporated in the Regional Air Quality Plan as TCM's. TCM's contribute to congestion relief and improvements to air quality. Another methodology separate from the Regional Air Quality Plan is the implementation of TSM improvements. These topics are discussed extensively in the following sections.

AIR QUALITY

Based on a recent decision by the State Air Resources Board, the smog classification for San Diego County has been downgraded from "severe" to "serious". The San Diego region's air basin will not be in attainment with State and federal air quality standards until after 1997. The 1988 California Clean Air Act (CCAA) requires the development of a new air quality plan from air districts that did not attain the State's standards in 1987. The San Diego County Air Pollution Control District (APCD) adopted the Regional Air Quality Plan (RAQP) in June 1992. The plan incorporates strategies directed at reducing pollutants and increasing vehicle occupancy in an effort for the region to achieve the State's standards. The RAQP will be implemented by the San Diego Air Pollution Control Board, Caltrans, SANDAG, the transit operators, and the cities of this region.

As part of this RAQP, SANDAG has developed transportation related strategies towards attainment of the plans goals. These strategies are composed of TCM programs planned to achieved the following requirements of the CCAA: a 1.4 minimum average vehicle occupancy during weekday commute hours by 1999, no net increase in emissions relative to population growth after 1997, and contribute to the required reduction in District-wide emissions of five percent per year, averaged every consecutive three-year period. The TCM program is comprised of the following measures: (1.) TDM; (2.) Transportation Capacity Expansion; (3.) Traffic Systems Management; and (4.) Indirect Source Control (ISC). These four measures and their tactics and elements are summarized in outline form on the following page. A more detailed discussion of each measure follows the outline.

TRANSPORTATION CONTROL MEASURES PROGRAM SUMMARY

1.0 TDM MEASURE

- 1.1 Commute Travel Reduction Program Tactic
 - A. Employment Trip Reduction Program and Ordinance
 - B. Ridesharing Program Element
 - C. Parking Management Program Element
 - D. Telecommuting Element
 - E. Compressed Work Week Element
 - F. Employer Transit Subsidy Element
 - G. Flexible Work Hours Element
 - H. Staggered Work Hours Element
- 1.2 College Travel Reduction Program Tactic
 - A. Travel Reduction Program and Ordinance Element
 - B. Student Transit Pass and Subsidy Element
- 1.3 Goods Movement/Truck Operation Program Tactic
 - A. Goods Movement/Truck Travel Reduction Ordinance Element
 - B. Incident Management and Prevention Program Element
 - C. Motorist Information System Element
- 1.4 Non-Commute Travel Reduction Program Tactic

2.0 TRANSPORTATION CAPACITY EXPANSION MEASURE

- 2.1 Transit Improvements and Expansion Program Tactic
- 2.2 Vanpool Program Tactic
- 2.3 HOV Lanes Tactic
- 2.4 Park and Ride Lot Facilities Tactic
- 2.5 Bicycle Facilities Tactic

3.0 TRAFFIC SYSTEMS MANAGEMENT MEASURE

- 3.1 Traffic Flow Improvements Tactic

4.0 ISC MEASURE

1.0 TDM Measure

The TDM measure consists of four principle tactics. The first tactic is (1.1) the Commute Travel Reduction Program. It is composed of eight elements. They are (A.) Employment Trip Reduction Program and Ordinance, (B.) Ridesharing Program, (C.) Parking Management Program, (D.) Telecommuting, (E.) Compressed Work Week, (F.) Employer Transit Subsidy, (G.) Flexible Work Hours, and (H.) Staggered Work Hours elements.

One important element of the Commute Travel Reduction Program Tactic as it relates to congestion relief is the employment trip reduction program and ordinance. The goal of this tactic is to reduce transportation source emissions by increasing the average number of persons per vehicle during peak weekday periods. As part of this, the San Diego City Council adopted the "City of San Diego Transportation Demand Management Ordinance" in September 1989. Implementation for worksites with 50 or more employees began in January 1990.

Another important element is the Ridesharing Program. It provides for the establishment of Transportation Management Associations (TMA's) to encourage employees to commute by alternative modes. Currently, the South Bay TMA provides service for the SR-905 corridor.

The second tactic in the proposed TDM measure is (1.2) the College Travel Reduction Program and Ordinance. It contains two elements. They are (A.) the Travel Reduction Program and Ordinance, and (B.) the Student Transit Pass Subsidy Program. The College Trip Reduction Program and Ordinance will have a similar impact on congestion relief as the Commute Travel Reduction Program.

The third tactic in the proposed TDM measure is (1.3) the Goods Movement/Truck Operation Program. It is comprised of three elements. They are (A.) the Goods Movement/Truck Travel Reduction Ordinance, (B.) the Incident Management and Prevention Program, and (C.) the Motorist Information System.

An important element of the Goods Movement/Truck Operation Program as it relates to congestion relief is the provision of the Motorist Information System. Consistent with the goals of the element, the District 11 Long Range Operations Plan (LROP) proposed a Transportation Management Center (TMC), which is now functioning as a Primitive Traffic Operations Center (PTOC). More recent plans include the development of a 24-hour TMC. It will further aid rapid identification of accidents and other non-recurrent freeway congestion and will issue appropriate information to motorists through the use of changeable message signs, highway advisory radio, and possibly by the use of in-vehicle computers.

The fourth tactic in the proposed TDM measure is (1.4) the Non-Commute Travel Reduction Program. This program will educate drivers in ways to reduce or change the use of their automobiles with a goal of reducing auto emissions. The programs goal is a reduction equivalent to one trip per day per driver.

2.0 Transportation Capacity Expansion Measure

The second major TCM measure is the Transportation Capacity Expansion Measure. The purpose of the Transportation Capacity Expansion Measure is to reduce vehicle miles traveled in the region. The Transportation Capacity Expansion Measure consists of five tactics. They are (2.1) the Transit Improvements and Expansion Program, (2.2) the Vanpool Program, (2.3) HOV Lanes, (2.4) Park and Ride Lot Facilities, and (2.5) Bicycle Facilities.

3.0 Traffic Systems Management Measure

The third major TCM measure is the Traffic Systems Management Measure. The goal of the Traffic Flow Improvement Tactic is to improve the flow of traffic through the coordination of traffic signals and computerized signal controls and to achieve a 10 percent increase in speed on arterial streets by the year 2000. The LROP recommends that a plan be prepared for the systematic review of all signalized intersections on State highways. This plan will include a discussion of signalized local parallel routes.

4.0 ISC Measure

The fourth major TCM measure is the ISC Program. The purpose of the program is to reduce the emissions of motor vehicles associated with land uses identified as indirect sources. The controls will employ TCMs and land use measures to attain the air quality goals.

TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES

TSM is a strategy whose goal is the accommodation of travel demand on existing transportation facilities without increasing congestion. Several TSM improvements have previously been mentioned in the Air Quality section. An additional TSM improvement is the provision of ramp metering systems. The District 11 Ramp Meter Development Plan calls for future ramp meter installation at approximately 170 additional locations throughout San Diego County. However, no additional ramp meters are proposed for SR-67 at this time.

OTHER ITEMS

New methodologies can assist in providing better management of the future transportation system. Advanced technology research is one tool that can be used to improve the efficiency of the future transportation system. The "SMART" Corridor concept will employ a number of technological innovations, including in-vehicle navigation systems, computerized roadway sensors, changeable message signs, and television cameras.

CONGESTION PRICING STUDIES

An additional strategy that should be studied in the future is congestion pricing, which is a direct market incentive to ensure that transportation system users pay the "real" costs of the transportation benefits they receive. One purpose of congestion pricing is to reduce travel demand. With the advent of technological advances such as electronic toll collection and traffic management (ETTM) and automatic vehicle identification (AVI) systems, congestion pricing could be developed for a wide variety of transportation facilities.

COMPARISON OF CONCEPTS

The purpose of this section is to compare alternative Transportation Concepts that were considered. The 1993 Transportation Concept for the year 2015 is compared with the 1984 Route Concept Report (RCR) for the year 2005, local and regional plans and also with the alternative facility sizing analysis shown in Table 12.

In 1984, the Concepts were based on the SANDAG Series 6 Population and Traffic Forecasts for the year 2005. In 1989, the SANDAG Series 7 Population and Traffic Forecasts for the year 2010 were developed, and some urban area TCRs were updated in 1990 and 1991 based on the Series 7 Forecasts. SR-67 has not been updated since 1984, and therefore, Table 11 is comprised of a segment by segment comparison between the 1984 RCR for SR-67 and this current updated TCR.

TABLE 11
COMPARISON OF 2005 AND 2015 CONCEPTS

1984 Route Concept for 2005 (Series 6 2005 Traffic)		1993 Transportation Concept for 2015 (Series 8 2015 Traffic)	
Segment/ County Post Mile	No. Lanes/ Facility Type/ Concept LOS	Segment/ County Post Mile	No. Lanes/ Facility Type/ Concept LOS
1A SD R0.0 - R5.5	4F/C	1 SD R0.0 - R2.6	6F/E
1B SD R5.5 - R9.4	4C/D	2 SD R2.6 - R5.5	6F/E
2 SD R9.4 - 24.4	4C/D	3 SD R5.5 - 9.3	4C/E
		4 SD 9.3 - 13.6	4C/E
		5 SD 13.6 - 15.2	4C/E
		6 SD 15.2 - 21.7	4C/E
		7 SD 21.7 - 24.4	4C/E

4C = Four lane conventional highway
4F = Four lane freeway
6F = Six lane freeway
LOS = Level of Service

EXTERNAL PLANS COORDINATION

The 2015 Transportation Concept for SR-67 is consistent with the 1994 Regional Transportation Plan (RTP), the City of El Cajon General Plan Circulation Element, the City of Poway General Plan Circulation Element, the City of Santee General Plan Circulation Element, and is mostly consistent with the County of San Diego General Plan Circulation Element, which identifies the conventional highway sections of SR-67 as a four lane facility. However, the portion of SR-67 from Mussey Grade Road (P.M. SD 20.8) to Ramona Street (P.M. SD 23.7) is classified as a collector road in the County Circulation Element. The remainder of the conventional highway portion of the route is classified as a major road. The higher standard major road classification should apply to all of the conventional highway sections of SR-67.

Table 12 identifies the SR-67 segments where, with the 2015 Transportation Concept Facility in place, the 2015 Peak Hour Operating LOS remains at a deficient level. This table illustrates the LOS's that could be achieved by enlarging the mainlane facility beyond the 2015 Transportation Concept Facility size. For those segments the table lists increasingly larger mainlane facility sizes, starting with the number of lanes called for in the 2015 Transportation Concept and ending with the number of lanes required to achieve a nondeficient LOS "D". The resultant Peak Hour Demand to Capacity (D/C) ratio and 2015 Peak Hour Operating LOS is listed to the right of the "Alternative Number of Lanes" column, with the "2015 Peak Hour Operating LOS" and "TCR LOS" highlighted.

Table 12 shows that larger facilities, as wide as eight lanes in some segments, would be necessary to reach a "D" LOS. Due to high costs and associated impracticalities, these facility sizes are not proposed as the 2015 Transportation Concept for these segments.

**TABLE 12
MAINLANES REQUIRED TO ACHIEVE ALTERNATIVE LEVELS OF SERVICE (2015)**

Segment/ County Post Mile	Alternative No. of Lanes/ Facility Type	Peak Hour D/C Ratio	Peak Hour Operating LOS
1 SD R0.0 - R2.6	6F (TCR facility)	.95	E (2015 Operating LOS)
	8F	.71	C (TCR LOS = E)
5 SD 13.6- 15.2	4C (TCR facility)	1.09	F (2015 Operating LOS)
	6C	.72	D (TCR LOS = E)
6 SD 15.2 - 21.7	4C (TCR facility)	1.06	F (2015 Operating LOS)
	6C	.71	D (TCR LOS = E)

4C = Four lane conventional highway
 6C = Six lane conventional highway
 6F = Six lane freeway
 8F = Eight lane freeway
 D/C = Demand to Capacity
 LOS = Level of Service
 TCR = Transportation Concept Report

2015 TRANSPORTATION CONCEPT FACILITY IMPROVEMENTS

Table 13 displays facility improvements that are part of the 2015 Transportation Concept. The peak hour D/C Ratio and peak hour Operating LOS listed assume completion of the proposed facility improvements. These improvements are also shown on the District 11 Transportation Concept Report Map for SR-67 on page 12.

TABLE 13
2015 TRANSPORTATION CONCEPT FACILITY IMPROVEMENTS

Segment/ County Post Mile	Location	Improvement Description	Peak Hour D/C Ratio	Peak Hour Operating LOS*	Concept LOS**
1 SD R0.0 - R2.6	I-8 to future SR-52	Upgrade from 4F*** to 6F	.95	E	E
2 SD R2.6 - R5.5	Future SR-52 to Maplevue Street	Upgrade from 4F to 6F	.63	C	E
3 SD R5.5 - 9.3	Maplevue Street to Vigilante Road	Upgrade from 2C to 4C	.65	C	E
4 SD 9.3 - 13.6	Vigilante Road to future Scripps Poway Parkway	Upgrade from 2C**** to 4C	.66	C	E
5 SD 13.6 - 15.2	Future Scripps Poway Parkway to Poway Road	Upgrade from 2C to 4C	1.09	F	E
6 SD 15.2 - 21.7	Poway Road to urban/rural limit	Upgrade from 2C to 4C	1.06	F	E
7 SD 21.7 - 24.4	Urban/rural limit to SR-78	Upgrade from 2C to 4C	.73	D	E

2C = Two lane conventional highway
 4C = Four lane conventional highway
 4F = Four lane freeway
 6F = Six lane freeway
 D/C = Demand to Capacity
 LOS = Level of Service

* Peak hour Operating LOS includes provision of State highway, arterial, and transit improvements.

** Concept LOS is based on the San Diego Association of Governments' (SANDAG) Congestion Management Program (CMP) minimum LOS standard.

*** The first part of this segment from I-8 (P.M. SD R0.0) to near Prospect Avenue (P.M. SD R1.9) is currently 6F.

**** The first part of this segment from Vigilante Road (P.M. SD 9.3) to 2.1 miles north of Vigilante Road (P.M. SD 11.4) is currently 4C.

ULTIMATE TRANSPORTATION CORRIDOR

The UTC describes the long term (beyond the 20 year planning period) right of way requirements for a particular segment. The long term needs are determined by Advanced Transportation System Development (ATSD) activities which include investigation and analysis of Community Plans, General Plans, Transportation Plans, Land Use Plans, Environmental Documents, and other planning documents. The intent is to take advantage of or develop opportunities for long term right of way acquisition and to work with local and regional agencies to implement corridor preservation measures.

The UTC proposes the number of lanes and the facility type for all segments. It also includes the minimum right of way width in feet for the conventional highway portions of the route. This width can be variable depending upon the dimensions of cross-sectional elements and specific circumstances which may require narrow widths. Minimum right of way width includes the roadbed, shoulder, clear recovery zone, and clearance from the right of way line to the catch point of the cut or fill slope. Additional right of way may be required for structures, slope modifications, and drainage facilities.

The UTC number of lanes and facility type for SR-67 in Segment 1 calls for a six lane freeway, locally funded interchange improvements, and a study to consider the addition of auxiliary lanes. The UTC for Segment 2 is the same as the 2015 Transportation Concept facility, a six lane freeway and an upgrade of the signalized intersection at Maplevue Street to a full interchange. The UTC for Segment 3 through Segment 7 is also the same as the 2015 Transportation Concept facility, a four lane conventional highway with a minimum right of way width of 148 feet. The UTC facility for Segment 3 through Segment 7 is based on the County of San Diego General Plan Circulation Element. The minimum right of way width is based on standards promulgated by the Caltrans Design Manual Section 7-306.1.

LIST OF SYSTEM PLANNING ACRONYMS

ADT	Average Daily Traffic
APCD	Air Pollution Control District
ATSD	Advanced Transportation System Development
CIP	Capital Improvement Program
CMP	Congestion Management Program
D/C	Demand Volume to Capacity Ratio
DSMP	District System Management Plan
F & E	Freeway and Expressway
FAI	Federal Aid Interstate
FAP	Federal Aid Primary
FAU	Federal Aid Urban
HOV	High Occupancy Vehicle
IRRS	Interregional Route System
ISC	Indirect Source Control
ISTEA	Intermodal Surface Transportation Efficiency Act
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MSL	Maintenance Service Level
NHS	National Highway System
PA	Principal Arterial
PHV	Peak Hour Volume
PM	Post Mile
PR	Project Report
PSR	Project Study Report
PTOC	Primitive Traffic Operations Center
RCR	Route Concept Report
RTP	Regional Transportation Plan
R/W	Right of Way
SANDAG	San Diego Association of Governments
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
TCM	Transportation Control Measures
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TDP	Transportation Development Plan
TMA	Transportation Management Association
TMC	Transportation Operations Center
TSM	Transportation Systems Management
UTC	Ultimate Transportation Corridor
SMART CORRIDOR	(Author's Definition) Employs technology to improve the operating efficiency of <u>all</u> the roadways within a corridor in order to reduce congestion.

LEVEL OF SERVICE (LOS) DEFINITIONS

The Concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort and convenience, and safety. LOS definitions can generally be categorized as follows:

<u>LOS</u>	<u>D/C</u>	<u>Congestion/Delay</u>	<u>Traffic Description</u>
<i>(Used for conventional highways)</i>			
"B"	0.00-0.45	None	Free to stable flow, light to moderate volumes.
"C"	0.46-0.65	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
"D"	0.66-0.85	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
"E"	0.86-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
"F"	>1.00	Considerable	Forced or breakdown flow. Delay measured in average travel speed (MPH). Signalized segments experience delays >60.0 seconds/vehicle.
<i>(Used for two and four lane freeways and expressways)</i>			
"A"	<.34	None	Free Flow
"B"	0.35-0.52	None	Free to stable flow, light to moderate volumes
"C"	0.53-0.69	None to Minimal	Stable flow, moderate volumes freedom to maneuver noticeably restricted
"D"	0.70-0.92	Minimal to Substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver
"E"	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor
<i>(Used for six lane freeways and expressways)</i>			
"A"	<.39	None	Free Flow
"B"	0.40-0.59	None	Free to stable flow, light to moderate volumes
"C"	0.60-0.74	None to Minimal	Stable flow, moderate volumes freedom to maneuver noticeably restricted
"D"	0.75-0.92	Minimal to Substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver

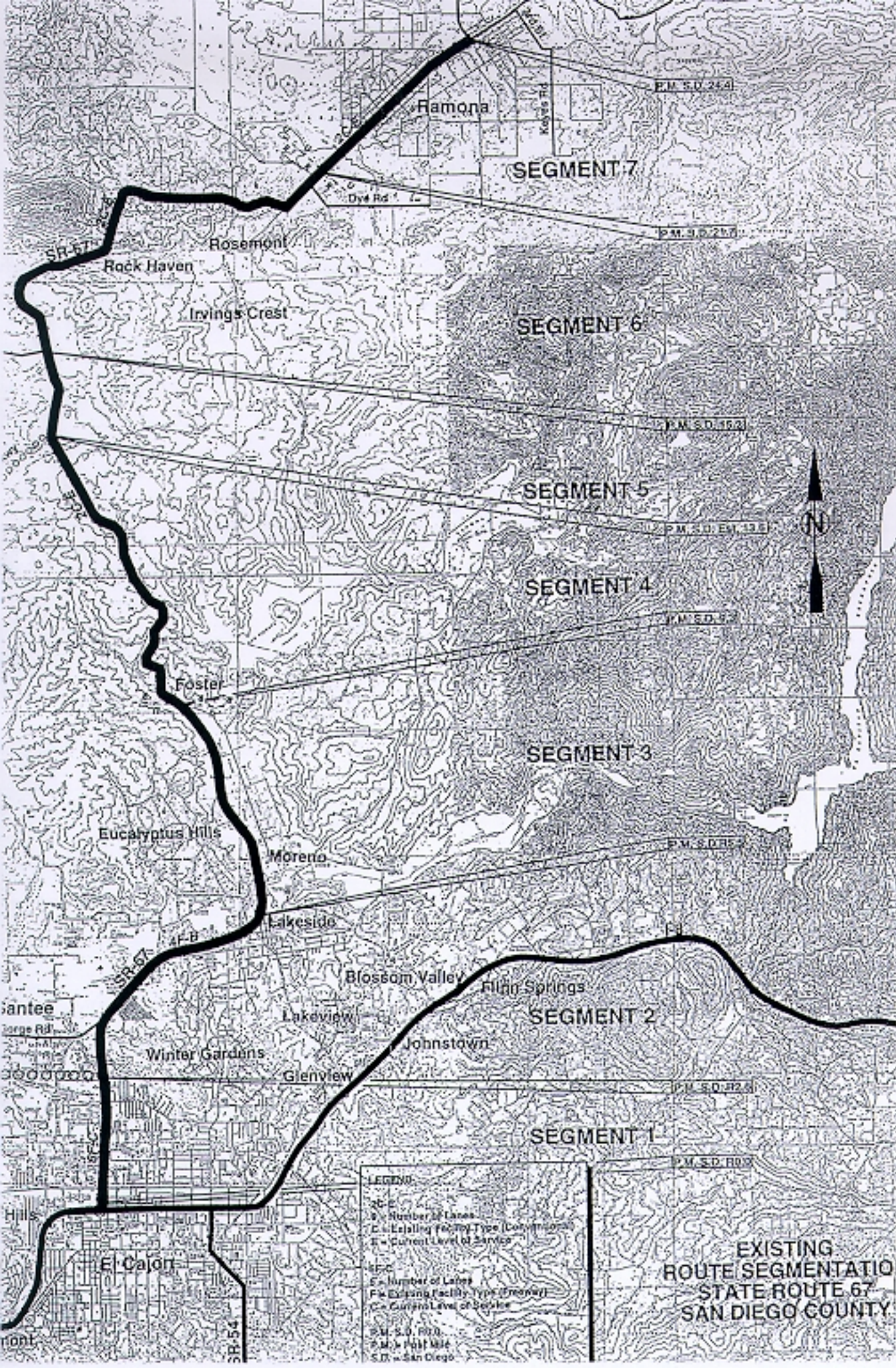
"E"	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor
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(Used for freeways with eight or more lanes)

"A"	<.42	None	Free Flow
"B"	0.43-0.62	None	Free to stable flow, light to moderate volumes
"C"	0.63-0.79	None to Minimal	Stable flow, moderate volumes freedom to maneuver noticeably restricted
"D"	0.80-0.92	Minimal to Substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver
"E"	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor

(Used for all freeways and expressways)

"F ₀ "	1.01-1.25	Considerable, 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go
"F ₁ "	1.26-1.35	Severe, 1-2 hour delay	Very heavy congestion, very long queues
"F ₂ "	1.36-1.45	Very severe, 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods
"F ₃ "	> 1.46	Extremely severe, 3+ hours of delay	Gridlock



State Route 67

I approve this Transportation Concept Report as the guide for development of SR-67 over the next 20 years.

Submitted By:

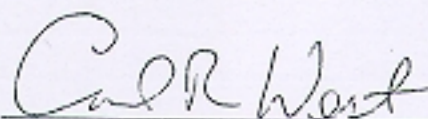


CAROL BOLAND, Chief
Systems Planning Branch

9-19-94

Date

Recommended By:

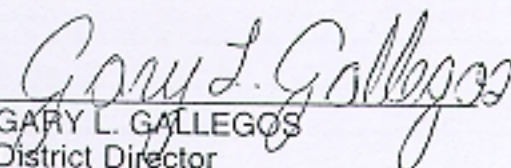


CARL R. WEST
Deputy District Director
Transportation Planning and Demand Management

12-19-94

Date

Approved By:



GARY L. GALLEGOS
District Director

12-19-94

Date

